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## New Exhibit and Catalog Celebrate 50 Years of Collecting

*Ahead Full at Fifty: 50 Years of Collecting at  
Maine Maritime Museum*

November 20, 2012 to May 26, 2013

by Nathan R. Lipfert, Senior Curator



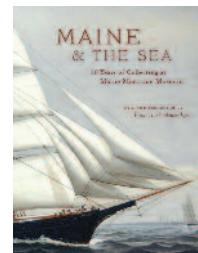
Having reached the maturity of 50 years, Maine Maritime Museum is at an age when some contemplation of from whence we came is appropriate. Not just navel gazing or self-congratulation, but a good objective analysis of what has been accomplished and perhaps some discussion of where the institution should go from here. The tools selected for that introspection, perhaps not surprisingly but appropriate, are an exhibit and a book.

The culminating event of the Museum's 50-year anniversary is the opening of an exhibit that encompasses its first half-century by showcasing both seminal and highly interesting artifacts and documents that the Museum added to its collection over that span.

The exhibit is being curated by Trustee Emeritus Charles E. Burden, M.D., with assistance from the entire curatorial staff. Charlie has been an active and involved supporter of the Museum since 1964. No one has donated more historical maritime objects to the Museum than he has.

More than 150 objects from the collection have been selected for the exhibit, objects that have something special about them – either historically important, beautiful, or having some unusual story about their acquisition by the Museum. They will all be on exhibit, either in the John G. Morse Jr. Gallery, or elsewhere as some 44 of these special things are already included in long-term exhibits. Each object will be accompanied by a label explaining not only the item's historical significance but also how and when it came into the Museum's collection.

*Maine & The Sea: 50 Years of Collecting at  
Maine Maritime Museum*



This new publication serves as an exhibit catalog and an introduction to the most interesting, beautiful, and unusual objects in the collection. Arranged in chronological order, the catalog also presents the story of how a collection is built up over decades through donations, planned purchases, and sheer serendipity. The following is an excerpt from the catalog.



Scrimshawed tooth from whale ship *Wiscasset*  
George W. Hubbard (signed), 9" x 3 1/2", ca. 1837  
77.138, Burden Collection

In contrast with the hundreds of vessels that set out from other New England and Mid-Atlantic states to hunt whales for their oil, only four ships are known to have left Maine ports to go on deep sea whaling voyages. One was the ship *Wiscasset*, purchased and fitted out for whaling through sales of stock in the Wiscasset Whale Fishing Company. Her first voyage in 1834 was extremely successful, having 3,400 barrels aboard after three years at sea. Part of this success included capturing a huge bull whale yielding 90 barrels of oil and a jaw-full of large teeth, a few of which were inscribed with a view of the vessel and the story of this whale. Her second voyage was also suc-

*See New Exhibit and Catalog, page 5.*

## EXHIBITS

### New Online Exhibit *Honing the Edge: The Apprentice Shop at 40*

Discover the roots of what has become known as the 'wooden boat revival' when Lance R. Lee, in 1972,



nudged a young maritime museum in Bath, Maine to take a chance on a then-radical idea. Collated and edited by Chris Hall, Curator of Exhibits and A-shop alum, 1974-75. Find

it in the EXHIBITS menu on the home page of the MMM website.

### *The Sea Within Us: Iconically Maritime in Fashion and Design*

On view at Portland Public Library until June 2013

Entertainment, advertising, apparel, tattoos, the language we speak are all awash with maritime connections, both blatant and hidden. This exhibit explores the many intersections between artifacts in our collection and every-day aspects of our culture.





## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

## Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

## Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## Shipyard of Dreams

In 1964, Arthur Leeman donated a collection of shipbuilding tools that his father had found in a Bath building and saved for 50 years because these tools told the story of Maine's great shipbuilding industry. In 1970, John Lambert gave the Museum a Belgrade Lakes guide boat that had been used by his family for three generations because it was among the last of its kind and he knew the Museum would preserve it. In 1973, Admiral Donald B. MacMillan and his wife Miriam donated a model of the Bath-built ship *Continental* that had been given to them as a wedding gift in 1935; they had enjoyed it for nearly 40 years and felt the Museum was the best permanent home for this treasure. In 1987, Jeremy Taylor gave MMM the diary of his ancestor Hubert Taylor written when the author was a 16-year-old cabin boy on the clipper ship *Snow Squall*; the diary had been in the Taylor family for more than 120 years, and he trusted the Museum to care for it.

...And so it went for 50 years. People from Maine and from all around the country have trusted Maine Maritime Museum to care for objects precious to them and preserve the stories associated with their families. The Sewall family, the Houghton family, the Fairburns and hundreds of others made gifts to the Museum. Some, like MMM founder Charlie Burden purchased historically interesting objects specifically to preserve them at Maine Maritime Museum. Many gave critical financial support to help pay for the long-term preservation of this history and enable the Museum to create educational programs for the public

based on this history and its impact on the future.

This year, the Museum celebrated this 50 year milestone with a special Mariner's Award event honoring the founders and the transformational leaders who made MMM one of the nation's finest maritime museums. Some of the most interesting of the thousands of objects in the collection will be on view in November accompanied by a publication, *Maine and the Sea*.

The exhibit, the publication, and Maine Maritime Museum itself tell the story of people who cared enough about the important history of Maine that they donated precious family heirlooms and contributed significant financial support to ensure these treasures would be available for future generations to learn from and enjoy. Those people had a dream of building a great maritime museum that people from around the world would visit. That dream is realized today.

If you are a MMM member, supporter, donor or volunteer, your contributions are among those we celebrate. Your thoughtfulness, caring, and generosity have helped create this world-class Museum, and your continued involvement will ensure that this important Maine institution will thrive for another 50 years!

Amy Lent  
Executive Director

## Grant Funds After School Arts Program in Boat Shop

by Kurt Spiridakis, Boat Shop Manager



A grant from the Maine Arts Commission funded an after-school program in the Museum's Boat Shop for local middle school students during the 2011-2012 school year.

Unlike the Discovery Boat

Building Program, these students did not learn boatbuilding. Instead they learned how to express their artistic talents through wood, completing projects such as tool boxes, shaker boxes, a toboggan, Adirondack chairs, a skateboard, and relief carvings. Each project necessitated the students' understanding of woodworking fundamentals: project layout, determining best materials, wood joinery, choice of mechanical fastenings, and appropriate finish.

Most of the students had never worked with wood before, and a significant number were deflated after learning they would need to read a tape measure in order to produce work to a high standard. Initially, there was a fair

amount of frustration over performing the math required to build the projects, as well as cutting wood to a specific shape. However, once the students realized their capabilities they quickly focused. The excitement materialized when they realized they were allowed to customize and personalize their projects. They were surprised to hear, "Of course you can carve a Red Sox logo into your box top."

Working with local craftsmen Wayne Robbins, Richard Spear and Ken Shepherd convinced the kids that what we were attempting to teach them had real merit, and that a high skill level could be attained with the right amount of practice. A trip to the factory of Thomas Moser showed them high-end furniture making on a large scale and Museum Educator Jim Nelson showed them nautical rope work.

Two Woolwich high school students who had previously completed the Discovery Boat Building program were hired through the grant funding to work as assistants. They learned the responsibility of working patiently with younger students and how to ensure the students worked safely, to a high standard, and stayed focused.

In addition to the Maine Arts Commission grant, additional sponsorship for the after-school program was provided by Chesterfield Associates, Inc., Margie and Jeff Geiger, Sally and Bill Haggett and John G. Morse & Sons.

## Museum Salutes *Michael Murphy* on Departure

In the recent past, when ships departed Bath Iron Works to join the U.S. Navy fleet there was not a great deal of attention accorded the event. That certainly was not the case when *Michael Murphy* DDG 112 departed Bath for the final time on September 5.

In a Sail-Away Salute, Maine Maritime Museum was joined by a host of Navy and civilian guests and hundreds of visitors to pay tribute to the Navy men and women who will give the ship life, to the ship's namesake who made the ultimate sacrifice for his country, and to those uniformed and civilian workers from design to construction whose sweat, hard work, dedication and perseverance were essential to produce the ship that will protect American lives and interests around the globe.

More than 70 invited guests attended, including U.S. Congressman Mike Michaud; Captain Mark Vandroff, who manages the Aegis program in D.C.; General Dynamics and BIW officials; active and retired Navy officers involved in the Aegis destroyer program; representatives from defense contractors whose systems and equipment are part of *Michael Murphy*'s suite of systems; and Medal of Honor recipient retired Navy Captain Thomas Hudner, for whom DDG 116 will be named.

The longest-running post-WW II program of surface combatants, the *Arleigh Burke*-class Aegis guided missile destroyers are the backbone of the fleet.

*Michael Murphy* is the 34th *Burke*-class destroyer built at BIW, more than half of the Navy's entire complement. The ship is named for Lieutenant Michael Murphy, a Navy SEAL who earned the Medal of Honor posthumously for service in Afghanistan. During an operation to find a Taliban leader, he and his team of three other SEALs were ambushed by at least 40 heavily armed guerillas.

In addition to remarks by several of the dignitaries present, the salute included music by the Bath Municipal Band and a cannon salute as the *Michael Murphy* sailed past. The crew, manning the rails in their summer whites, returned the salute. The event was covered by all of the Portland television stations and several of the area's newspapers.

Afterwards, a number of invited guests and visitors expressed gratitude to the Museum for conducting the event and their hopes that the festivities would become the norm for saluting Navy ships as they depart Bath.



Retired Navy Captain Thomas Hudner (left) speaks with Rear Admiral James McManamon, Deputy Commander for Surface Warfare in Naval Sea Systems Command, before the Sail-Away Salute. DDG 116 will be named in honor of Capt. Hudner, who received the Medal of Honor for his actions in the Korean Conflict.



U.S. Congressman Mike Michaud addresses the guests at the Michael Murphy Sail-Away Salute.

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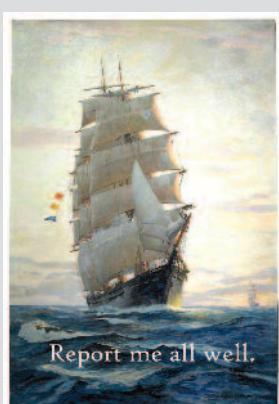
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David and Cecile Wang

## Poster of Banner Painting Available



Since the banner of the Charles Patterson painting "Report Me All Well" was installed on the Maritime History Building's front façade, the Museum store has received numerous inquiries about the availability of a poster of the image. Good news – a poster is now available in the store or online in the Shop section of the Museum website. This beautiful 18" x 27" full color poster on heavy coated stock is only \$15 for nonmembers and \$13.50 for members.

## Curatorial Summer Interns

This summer the Museum was very fortunate to have had four talented interns working in the Curatorial Department. They provided a huge amount of help in return for valuable experience in the museum and library fields. We are grateful that these bright, energetic and hard-working young ladies came to work with us, and we wish them well as they continue their studies or begin their professional careers.

**Denise Fields** was a University of Southern Maine masters candidate in American and New England Studies. While at MMM, she worked as an archival intern, for eight weeks sorting, researching and cataloging manuscript collections for the Council on Library and Information Resources grant project.

**Lisa Winfrey Rhinehart** is a student at University of Maine at Augusta, finishing up her Bachelor of Science degree in Information and Library Services. She worked at MMM to complete a practicum required by her degree program. She was exposed to a variety of research library tasks, including reference work for patrons, processing incoming collections and cataloging. The major project she completed was a review of the Museum's periodicals program, checking shelved magazines and journals against records, and establishing a system for renewing subscriptions.

**Christine Tilton** of Moore College of Art and Design is working toward a Bachelor of Fine Art degree in Curatorial Studies. She was at the Museum for a mentorship, and in her brief time here helped the Senior Curator with two very difficult and important projects: inventorying the west end of the Gibbons building and beginning to clear the table in his office. His office hasn't looked this good since our accreditation inspection.

**Emily Kirk Weddle** is a Wellesley College student, working toward a Bachelor of Art degree in Art History and Music. She helped briefly with an exhibit installation, but spent most of her eight weeks here working with the photograph and manuscript collections from the Portland Harbor Museum, getting them accurately listed in our system and shelved. This was a complicated project involving in-depth research into the PHM records.

## Exciting New Acquisition: First True Clipper Half-Model



by **Nathan R. Lipfert**, Senior Curator

The Museum recently acquired a notable artifact for its collection when Ford Reiche's Presumpscot Foundation generously donated the half-model of the medium clipper *Carrier Pigeon* that he had purchased at auction. Of the Museum's collection of about 280 half-models, this new acquisition is the only one associated with a vessel believed to have been a clipper.

*Carrier Pigeon* was one of seven vessels built by Trufant & Drummond in Bath which are believed to have been clippers. Since a clipper is defined as a vessel designed specifically for speed, use of the term is a little subjective, but the donated half-model does indicate that the vessel was intended to be fast.

*Carrier Pigeon* was launched in 1852, one of 18 full-rigged ships built in Bath that year. At 844 tons, and only 162 feet in length, she was far from the largest. Clippers often were small in comparison to other cargo vessels. Constructed quickly, she was the smallest of three ships built by the Trufant & Drummond yard that year.

The steamer *R. B. Forbes* towed the clipper to Boston on December 30, 1852, and *Carrier Pigeon* proceeded from there to New York. She was owned entirely by Boston merchants.

*Carrier Pigeon* left New York for San Francisco with 1,300 tons of general cargo on January 29, 1853. Her master was Captain A. Doane, a Cape Cod man who commanded many Bath-built ships over the years. After a voyage of 129 days (hard to prove she was a clipper by that one run) the ship went hard aground in the fog 500 feet from the shore near Punta Año Nuevo, California, on June 6, 1853, 40 miles south of the entrance to San Francisco Bay. The crew was gotten off without a problem, but much of the cargo was lost or damaged, and the vessel was a total loss.

Years later, lighthouses were built both on Punta Año Nuevo and on the smaller point which snagged *Carrier Pigeon*. Since the wreck, this spot has been known as Pigeon Point. It is now part of the California State Park system and its 100-foot light tower is locally famous.

The half-model does not boast the hollow waterlines of the extreme clippers, but it is clearly not a bluff-bowed



design of earlier years. It does have one very unusual feature: a tiny rendition of the clipper's reputed figurehead, a gilded carving of a carrier pigeon. This level of detail is rare on half-models.

Further research is in the offing regarding the short-lived vessel, as well as perhaps taking its lines off and drawing them up. Attempts will also be made to find information about where the half-model has been for the last 150 years.

*Carrier Pigeon* was in existence such a brief time it is not likely that a painting was ever made of her. However, the Museum once received a photo of the ship's bell, which was recovered from the wreck. Who knows what else might be out there?

The Museum is extremely grateful to have received this very generous gift from Mr. Reiche. This half-hull has quickly taken a place on the senior curator's favorite objects list.

## Breathing Life into the Past Merchant's Mariner's Muster project

A Hidden Collections Grant from the Andrew W. Mellon Foundation's Council on Library and Information Resources is funding a major project to document and make accessible information about crewmembers of merchant ships from 45 manuscript collections in the MMM library. Archivist Anastasia Weigle (right) and Archival Assistant Tracy Lamaestra have been working on the project for six months.



*As archivists, we have the privilege of documenting the memories of Maine's maritime men and women from the 18th, 19th and early 20th centuries. We read documents such as Captain's letters, account books, vessel papers, ship logs and diaries. These "stories" give us a glimpse into the extraordinary lives of mariners, ship owners, ship-builders, fathers, mothers, sons and daughters. They become a part of our family—a family with a rich history reminding us that hard work, ingenuity, family and faith kept them going through the many hardships they endured.*

*Archivists try to find the story within the story so we absorb every facet of the documents we read, from subject content to style of writing. A few months back we were reading the letters of one Captain who had exquisite handwriting that was also uncommonly legible. The letters, spanning one year, were written to the owner of the vessel he commanded and pertained to his trials and tribulations dealing with difficult crewmen, cargo delays and personal illness. In this one year period, the Captain's handwriting slowly dwindled down to a weak and shaky form of script. We were witnessing the decline of the Captain's spirit and health by the very nature of his handwriting. The last letter was from the Captain's wife to the ship owner acknowledging receipt of her husband's last pay and thanking him for his kindness in regards to her husband's death at sea.*

*The work of an archivist allows us to connect to these people in a profound way and we then share these connections with you. This is the nature of our work and the historical and intrinsic value of such documents. Uncovering these hidden collections connect us to the people of our past and bring their stories back to life illustrating how important they were in their community and how we are all connected together—then and now."*

When the project is complete the information that Anastasia and Tracy are uncovering will be available to everyone on the Maine Maritime Museum website.

## Family Honors John Way's Love of MMM



John Way loved Maine Maritime Museum and when he passed away in August following a short illness, his family thought it fitting that contributions be made to MMM in recognition of his feelings for this institution.

John contributed more than 5,000 service hours during the 10+ years that he was a volunteer. A retired aeronautical engineer, John was ready, willing and able to tackle any job, from the simplest to the most complex. When the call went out for help, John would be among the first to step forward. His ready smile, his keen sense of humor and can-do attitude made working with John a joy for Museum staff and fellow volunteers.

Although he will be missed, John's contributions to MMM will be a lasting legacy. If you would like to make a contribution to MMM in recognition of John, please contact Randall Wade Thomas at (207) 443-1316, ext 344.

## New Exhibit and Catalog Celebrate 50 Years of Collecting

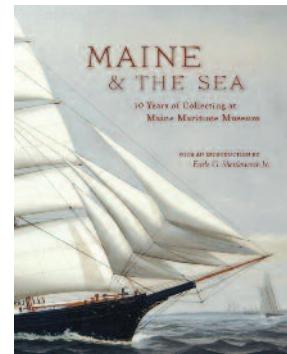
*Continued from page 1*

cessful but prospects did not look as good for the future, so the investors sold *Wiscasset* to owners in Sag Harbor, New York.

About five scrimshaw teeth from the *Wiscasset* are known to exist. This one was offered to me by a Maine picker on a late summer day for \$6,000. I had to decline, for lack of money. Fortunately, the gentleman failed to sell the tooth to anyone and came back in the depths of winter, offering it for \$1,500. I was able to work out a monthly payment plan. I enjoyed the tooth on my mantle for a few years then donated it to the Museum. One of the other scrimshawed teeth from the same whale sold at auction not long ago for close to \$80,000.

—Charles E. Burden

Dr. Burden has also written essays for the book on a number of people and families whose important collections have ended up in the Museum. Maine State Historian Earle G. Shettleworth Jr. wrote the introduction, which places the whole story in context with a nice brief history of the organization. The new book will be a great addition to the Museum's roster of published books.



Pre-order the catalog online at SHOP on the Museum website or call the Museum store at (207) 443-1316, ext. 3.

Nonmember price \$24.95\*  
Member Price \$22.46\*

\* plus tax and shipping, if applicable

### Ahead Full at 50 exhibit sponsors

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# MAINE MARITIME MUSEUM

**November 1962**

Seven Bath residents form the Marine Research Society of Bath (MRSB) to support research and publish a history of shipbuilding in the Bath area, to collect artifacts and maintain a museum – saving the rich history of Bath for future generations.

**Frank A. Givin**  
**Duncan McInnes**  
**Thatcher B. Pinkham, Sr.**  
**Rodney E. Ross, Jr.**  
**Sumner Sewall**  
**Donald N. Small**  
**Donald A. Spear**

**1964**



The Bath Marine Museum opens to the public in a storefront at 38 Center Street – making maritime artifacts and history of this important city accessible to the public. Charles E. Burden, M.D., Frederick E. Drake, Jr., William F. Mussenden and Raymond C. Small join the board as founding members of the Museum.

**1965**



Mrs. Walter Edge donates the former home of Harold March Sewall at 963 Washington Street to the MRSB and the Museum opens rooms of exhibits – creating a larger and more attractive environment for visitors.

**1975**



Restoration of the historic buildings on the Percy & Small shipyard to their original appearance begins and the name of the organization is legally changed to Maine Maritime Museum – reflecting the statewide scope of the maritime history that the Museum was presenting.

**1980**



The Museum purchases property adjoining the P&S Shipyard site to the south which includes the P&S Mould Loft building – enabling the Museum to curate the entire shipbuilding story and providing room for future buildings to house its growing collections.

**1981**



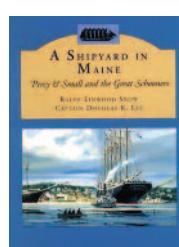
Eleanor H. Smith donates the Donnell House and property to the Museum – providing an attractive venue to tell the story of 19th century family life in the shipbuilding town of Bath.

**1995**



The Museum receives the remains and records of the recovery of the South Portland-built clipper ship *Snow Squall* from the Spring Point Museum – giving the Museum yet another one-of-a-kind exhibit.

**1999**



The Museum publishes the major book *A Shipyard in Maine: Percy & Small and the Great Schooners*, by Ralph Linwood Snow and Capt. Douglas K. Lee – telling the in-depth story of Maine's builders of giant schooners.

**2006**



A steel structure evoking the size and shape of the six-mast schooner *Wyoming* is erected on the spot in the P&S Shipyard where she was built and the Museum begins providing public tours of Bath Iron Works – providing visitors a compelling view of the important role shipbuilding had in Maine from the early 20th Century to the present and into the future.

# THE FIRST 50 YEARS

1971



The historic Percy & Small Shipyard opens to the public. The property was purchased by L.M.C. and Eleanor H. Smith

in 1968 and leased to the MRSB – preserving a historic treasure that is the last of its kind from destruction so future generations can better understand this important piece of history. It was later donated to the Museum.

1972



The Apprenticeship program is established by Lance Lee to teach and preserve traditional Maine boat-building skills.



1973



The MRSB publishes its first book, *A Maritime History of Bath*, and conducts its first annual Maritime History Symposium – expanding both the reach and impact of the Museum's original vision to preserve and tell the intriguing maritime history of the region.

1985



The Leon L. Bean Building (Lobstering and the Maine Coast) opens and the Grand Banks Schooner

Trust agrees to make the Museum the summer home for the schooner *Sherman Zwicker* – giving visitors key insights into the fisheries industry in Maine and northern New England.

1989



The Maritime History Building opens to the public and the Museum's collections and library holdings are relocated to the new building – providing a climate controlled atmosphere and greater security for the Museum's collection and a one-stop experience for visitors.

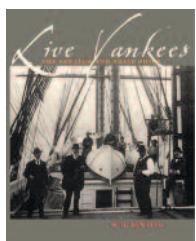


1991



The Sewall family donates the massive archives of the Sewall shipyard and shipping companies – giving the Museum unparalleled research materials into the commerce of shipbuilding that can be accessed by researchers, scholars and the public.

2009



The Museum publishes another major book, *Five Yankees: The Sewalls and Their Ships* by W. H. Bunting – providing an intriguing look into the lives of most influential shipbuilding family in Maine during the late 19th and well into the 20th Century.

2010



The Portland Harbor Museum closes its doors and merges with Maine Maritime Museum to ensure its collections are preserved for future generations of Maine residents and visitors – expanding both MMM collections of Portland maritime history artifacts and the Museum's outreach programs into southern Maine.



Maine Maritime Museum commemorates its 50th anniversary – working in collaboration with other maritime organizations and activities in Maine to present the full spectrum of the maritime culture and history of the state.

2012



# Giving to Maine Maritime Museum

## Honor/Memorial Gifts

May 11, 2012 – October 1, 2012

### In Memory of Edmond G. Buron and In Honor of Scottie Buron's birthday

Mr. and Mrs. Ted Sherman

### In Memory of Cynthia Sewall

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Mr. and Mrs. Houghton M. Trott  
Ms. Ann S. Williams

### In Memory of Renfield D. Lamphere and in Honor of Lee Lamphere

Mr. David C. Webster

### In Honor of Cdr. and Mrs. Charles A. Orem's 61st Wedding Anniversary

Mr. and Mrs. Bruce Y. Jackson

### In Memory of John L. Way

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Ms. Lois Myerholtz  
Mr. John C. Thomas and  
Mrs. Randall Wade Thomas  
Dr. and Mrs. Peter W. Stackpole  
Mr. Arthur B. Sutherland  
Mr. and Mrs. Anthony S. Zoars

## Planned Giving Help's Preserve Maritime History

Members of the Captain W. J. Lewis Parker Leadership Society, who have indicated their intention to leave a gift to Maine Maritime Museum as part of their legacy, share their reasons for doing so.

by Dick Lemieux

When Doris and I visit the Museum we can't help but look at the *Wyoming* and then glance over to BIW to see the large cranes that reflect modern-day shipbuilding. There is no better way to see how shipbuilding in Maine (and New England) has changed, and for us, it is a way to remember how many of our family members made their living in the shipbuilding industry. And I am sure that we are not alone — there must be hundreds of



families who honed their skills and earned a living in shipbuilding.

Preserving maritime history is important to us, as both of our fathers and a number of our close family members have made the daily trek to BIW. We want to help Maine Maritime Museum preserve the culture and history of this great industry, and we hope that a future bequest can assist them.

Serving on the Board of Trustees has also given us a chance to see the dedicated men and women who work at the Museum. We hope that our current and future gifts will help them continue to create new exhibits and share maritime history with over 50,000 visitors each year.

## Welcome New Maine Maritime Museum Members

Ms. Nancy Adams and Mr. Peter Clements	Ms. Janet Grinis	Ms. Jennifer Nichols
Mr. Brad Agius	Dr. Malcolm Halliday	Mr. and Mrs. Patrick O'Callahan
Mr. and Mrs. Patrick Allen	Mr. Kevin D. Hart	Ms. Cynthia O'Leary
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Mr. and Mrs. Ron Baard	Mr. and Mrs. Kevin Heinfeld	Ms. Dawn Orrino
Mr. Marc Bachman	Mr. and Mrs. William Heinz	Mr. Richard Papetti
Mr. Thomas J. Bader	Ms. Caroline M. Hibbard	Ms. Priscilla W. Patton
Mr. Thomas Balzano	Ms. Heather Hightower	Mr. Ben Pearson
Mr. Steven Barbee	Mr. Roger M. Hilton	Mr. Lawrence Pixley
Ms. Beverly Baxter	Ms. Diane Houle	Mr. Rob Price
Mr. and Mrs. Douglas L. Bekkedahl	Ms. Sue Hriciga	Mr. Robert Prisco
Ms. Barbara Belicose	Ms. Jennifer Huggins	Ms. Patricia Purdy
Ms. Teresa M. Biggs	Mr. and Mrs. Glenn L. Hutchinson	Mr. Frederick Reese
Ms. Sorale M. Black	Mr. Douglas Jacobson	Mr. Michael Rego
Mr. John Boody	Mr. and Mrs. Peter Johnson	Ms. Marie Reid
Mr. and Mrs. Dave Brooks	Ms. Mel Kaluzny	Mr. Peter Rosenberg
Mr. Wendell Broom	Mr. and Mrs. David R. Kelland	Mr. Chester L. Rowe
Mr. Garrett E. Brown, Jr.	Mr. and Mrs. Gregory D. Kenney	Mr. Larry Ruth
Mr. and Mrs. Allen Bruce	Mr. and Mrs. Edward Kitchen	Ms. Carol E. Savage
Mr. and Mrs. John Bryan	Mr. Millard J. Knepper	Mr. and Mrs. Harold T. Sawyer
Mr. John Buck	Mr. Matthew Kuhrt	Mr. and Mrs. Peter Scheren
Mr. and Mr. Frank Bulges	Dr. Anton Lahnston and	Ms. Lisa Sherry
Mr. and Mrs. James D. Butler	Ms. Alison W. Lahnston	Mr. David Sinclair and Ms. Lauren Breatult
Mr. Gallit Cavendish	Mr. and Mrs. E. Robert Landurand	Mr. Pritam Singh and Ms. Ann Johnston
Mr. Charles Chalko and Ms. Irene Keeley	Mr. and Mrs. Jonathan Larrabee	Mr. Leo Sparta
Mr. Marcel Chaloux	Ms. Catherine E. Latta	Ms. Cynthia Sperra
Mr. and Mrs. Nick Chandler	Ms. Paula Laverty	Mr. George Sprague
Mr. and Mrs. Kermit Clayton	Mr. Steve F. Lee	Mr. and Mrs. Andre St. Pierre
Ms. Sharon L. Cline	Ms. Laura K. Limoge	Mr. and Mrs. Arthur M. Stevens
Mr. Dave Clough	Mr. Stirl Lingo	Mr. Charles C. Stover
Mr. Peter B. Cook	Ms. Selina F. Little	Ms. Karen Swartsberg
Mr. Richard Cooper	Ms. Gina Longbottom	Mr. John Swift
Mr. Rick Copeland	Mr. and Mrs. William Lundborg	Ms. Terri Taylor
Mr. and Mr. Mathew Cross	Mr. and Mrs. Matt Lutkus	Mr. Sam Thomas
Mr. and Mrs. James Cullen	Ms. Beth Mackenney	Mr. David H. Thornton
Mr. James R. Curran	Mr. and Mrs. Albert M. Mackey, Jr.	Mr. Barry Toon
Ms. Elizabeth R. DiPrima	Mr. Charles R. Mainville	Mr. Jim Turo
Mr. Mark Donnelly	Ms. Ann Marie Martin	Mr. Joseph P. Van Schaick
Mr. Stephen W. Dorey	Mr. and Mrs. Peter Martin	Mr. and Mrs. David Van Twiern
Mr. Garth Duff	Mr. and Mrs. Gary Mascher	Ms. Nicole Viele
Ms. Pam Duff	Mr. Thomas Massey	Ms. Mary E. Voorhees
Mr. W. Thomas Dunn	Mr. Daniel R. Maycock	Mr. Kurt Voss and Ms. Lisa Gould
Ms. Jan Eakins and Mr. John Ferry	Mr. Dennis G. McCarthy	Ms. Martha Wagner and
Mr. Lincoln Erhard & Mr. Henry Erhard	Ms. Katie McCarthy	Mr. Donald George
Mr. Bruce Evans	Mr. and Mrs. Bill McEnroe	Mr. W. Washington
Mr. and Mrs. Arrin Farrar	Mr. David P. McMillan	Capt. Alan F. Webb
Ms. Martha Fehsenfeld	Mr. Hiroko Meserve	Ms. Jane Weir
Mr. Allan Fenley	Mr. Dana Messenger	Mr. John F. Whalley
Mr. Robert Fisher	Mr. and Mrs. Joseph G. Michel	Mr. Eric R. Winter
Mr. Terrence Flanagan	Mr. and Mrs. Charles Miller	Mr. Kerr Wissler
Mr. John V. Flynn	Ms. Elizabeth Akely Miller	Ms. Mary Woyejik
Mr. and Mrs. Ray Gerbi	Mr. Anthony Mirizzi	Mr. Greg Worden
Mr. Tom Gerken	Mr. and Mrs. Chris Moreton	Ms. Johanna Yuhas
Ms. Cheryl A. Gerrior	Mr. David Morton and	Mr. Eric K. Zeise
Mr. and Mrs. Dennis Gillette	Ms. Dianne Chilmonczyk	Mr. and Mrs. Ken Zike

# Celebrating Our Business Partners

## Yale Cordage

Yale Cordage is a family-owned, high-end rope manufacturer based in Saco, Maine. The company was founded in 1950 by O. Sherman Yale, the father of current owner Tom Yale. In its early years, the company achieved distinction in its field by introducing new synthetic fibers in concert with high-quality braiding techniques. Yale Cordage was the first manufacturer to incorporate such technologies into rope and cable products.

Since then, the company has continuously developed custom manufacturing machinery to maintain its advantage in processing fibers to their fullest potential. Many of the ropes Yale Cordage produces are more than twice the strength of steel cable of the same diameter, but eight times lighter.

Today, Yale Cordage continues to lead its industry by not only producing top quality rope, but also by providing unparalleled engineering and application support to the industries that use its products. Because of the dangerous nature of many jobs involving rope, the hands-on product training, problem solving and



support that Yale Cordage provides is a crucial complement to its product. Industries currently supported by Yale Cordage include power utilities, arborist and timber harvesting, pleasure marine, government, and the military services.

Yale Cordage has been a Mast Level supporter of Maine Maritime Museum for the past eight years and its owner Tom Yale served on the Museum's Board of Trustees for eight years.

"We support the Museum because it pays homage to the rich history of Maine's shipbuilding communities," said Yale. "Working waterfronts like the one here in Bath have supported our company for over 60 years, and we are pleased to be able to play a small part in preserving their history."



## Support these Business Partners who support MMM

### Anchor (\$5,000)

Bath Savings Institution  
Cianbro  
General Dynamics Bath Iron Works  
Reed & Reed

### Quarterdeck (\$2,500)

Integrated Marine Systems, Inc.  
Norton Insurance & Financial Services

### Mast (\$1,000)

Atlantic Motorcar Services  
BEK Inc., Computer Network  
Design and Service  
Carl. A. Bickford, Inc.  
Chesterfield Associates, Inc.  
Cribstone Capital Management  
Downeast Windjammer Cruises  
Allen Gelwick-Lockton Companies  
Hampton Inn Bath  
Holiday Inn Bath  
Lane Construction Corporation  
Maine Lobster Direct  
North & Co., Personal Financial Advisor  
Piper Shores  
R.M. Davis, Inc.  
Wright Express  
Yale Cordage, Inc.

### Rudder (\$500)

Anchor Capital Advisors, LLC  
Churchill Events  
Cross Insurance  
Greater Brunswick Physical Therapy  
Great Island Boat Yard  
Hap Moore Antiques Auctions  
The Highlands  
J.R. Maxwell & Company  
Sagadahock Real Estate Assoc.  
Strouts Point Wharf Company  
Thomaston Place Auction Galleries  
Thornton Oaks Retirement Community

### Galley (\$300)

Admiral Steakhouse  
Ames True Value Wiscasset  
Androscoggin Dental Care  
Anna's Water's Edge Restaurant  
Atlantic Seal Cruises  
Back River Music Works  
Bailey Island Motel  
Bash! Events & Catering  
Beale Street Barbeque  
Bert's Oil Service, Inc.  
Brewster House Bed & Breakfast  
Byrnes' Irish Pub  
The Cabin Restaurant  
Comfort Inn Brunswick  
Cook's Lobster House  
Coveside Bed and Breakfast  
David Etnier Boat Brokerage  
David Jones Yacht Brokerage  
Deborah Randall Fine Art  
DiMillo's On the Water  
DJ's Texas Style BBQ & Catering  
El Camino Cantina  
Fiona's Catering  
Fish'n'Trips Maine & Seguin Island Ferry  
Flagship Inn Boothbay  
Frohmiller Construction, Inc.  
The Galen C. Moses House B & B  
Gilman Electrical Supply  
Great Gadzooks Tidewater Fishing  
Halcyon Yarn  
Harbor Towne Inn  
Hardy Boat Cruises  
Harraseeket Inn  
Henry and Marty Restaurant, Catering  
Hilton Garden Inn Freeport  
Holden Agency Insurance  
The Inn at Bath  
Kennebec Tavern & Marina  
Kitchen Chicks Catering  
Land's Ends Gift Shop

### Lie-Nielsen Toolworks

Lisa Marie's Made in Maine  
Local Sprouts Cooperative  
Mae's Café & Bakery  
Maine Lobstermen's Association  
Monhegan Boat Line  
The Mooring Bed & Breakfast  
Morton Real Estate  
M.W. Sewall  
New England Tent and Awning  
New Meadows Marina  
Now You're Cooking  
O'Hara Corporation  
Peter B. Flynn, CPA  
Portland Schooner Co.  
Red's Eats  
Rocktide Inn  
Rogers ACE Hardware Bath  
Sarah's Café & Twin Schooner Pub  
Schooner Eastwind  
Schooner Heritage  
Schooner Lewis R. French  
Schooner Stephen Taber  
Seacoast Catering & Lobster Bakes  
Sebasco Harbor Resort  
Shelter Institute  
Simply Elegant Catering  
Sista's BBQ & Catering  
Sitelines, PA  
Soggy Dog Designs Photography  
Solo Bistro Bistro  
Spinney's Restaurant, Guest House & Cottages  
Springer's  
Starlight Café  
Taste of Maine Restaurant  
Topside Inn  
Vigilant Capital Mgmt., LLC  
White Cedar Inn  
Wiscasset Motor Lodge  
Woodex Bearing Company, Inc

### Binnacle (\$100)

**Our non-profit partners**  
The Apprenticeshop  
Bath Area Family YMCA  
Big Brothers Big Sisters Brunswick/Bath  
Boothbay Harbor One Design Assoc.  
Bowdoin International Music Festival  
Casco Bay Council Navy League  
Cathance River Education Alliance  
Chewonki Foundation  
Elmhurst, Inc.  
Friends of DaPonte String Quartet  
Friends of Merrymeeting Bay  
Friends of Seguin Island  
Holbrook Community Foundation  
Hyde Schools  
Kennebec Estuary Land Trust  
Kieve-Wavus Education, Inc.  
Maine Antique Dealers Assoc.  
Maine Built Boats, Inc.  
Maine Island Trail Assoc.  
Maine's First Ship  
Maine Maritime Academy  
Maine State Aquarium  
Maine State Music Theatre  
Main Street Bath  
Maine Wind Initiative  
Maritime Funding Assoc. of Maine  
Portland Public Library  
Sagadahoc Preservation, Inc.  
Sailors for the Sea  
Seacoast Science Center  
Sheepscot Valley Conservation Assoc.  
The Theater Project  
Wawenock Sail & Power Squadron  
Wiscasset, Waterville & Farmington  
Railway Museum

## Welcome to New Volunteers

### BIW Tour

Mark Curly  
Tim Gillogly  
John Shory

### Boatshop

Deborah Bates

### Curatorial

Erik Ingmundson

### Donnell House

David Vacci  
Sam Selby

### Galleries

Artist Alfred Tyrol

### Kids Camp

Ruslan Reiter

### Maintenance/Schoodic

David Rice

### Sherman Zwicker

Warren Lammert  
Sam Selby

### Welcome Desk

Mary Betts  
Juliana Cliffe

## Volunteer Calendar of Events

### Oct. 10

Annual Volunteer Staff Wrap-Up Session

### Oct. 13

Fall Quartermasters Day

### Nov. 10

New Exhibit Opening

### Nov. 14

Annual Volunteer Recognition Party

## A Celebration of Volunteer Service

Annual Volunteer Recognition Party  
Wednesday, November 14, 2012  
5 to 7 p.m.

Join in the celebration of all the contributions volunteers made to the Museum in 2012. Enjoy it, you earned it!

## Anniversary Summer was a Big Challenge, and Volunteers Responded

by Ann Harrison, Volunteer Coordinator

The summer season is always a bustling time of the year for Museum Volunteers and for the Volunteer Coordinator as a multitude of positions and shifts have to be filled seven days a week. But 2012 proved to be a special challenge as additional events and activities, many of which were off site, were added in conjunction with the Museum's 50th anniversary and the promotional project "Experience Maritime Maine."

It all began a day earlier than normal as Volunteers hosted a new exhibit opening on May 25, the Friday of Memorial Day weekend when the "season" traditionally begins. In June, there was the Volunteer Welcome Back Picnic, to which volunteer alumni were invited for the first time, Windjammer Days in Boothbay Harbor, and tall ship visits by the schooner *Fame* and the Arctic schooner *Bowdoin*.

July events included the July 4th Boat Parade and an information booth during Bath Heritage Days, a triple-header weekend with the Aoife Clancy concert, the Celtic Music Festival at Thomas Point Beach, and the tall ship visit of *Gazela Primeiro*, followed closely by the Yarmouth Clam Festival and the Harpswell Family Festival.

The calendar had barely flipped to the month of August when it was time for five days in Rockland at the Maine Lobster Festival, followed the next weekend by the Maine Boats, Homes and Harbors Show also in Rockland. While the MBHH show was running, the Museum hosted the final tall ship of the season, *Pride of Baltimore II*.

With those events behind us, attention turned to gearing up for a doubling of bus tours in September, often with several groups arriving on the same day, including a number of Navy reunion groups of 50 to 100 persons. The number of shipyard and BIW tour guides required to

handle these tour groups required an "above and beyond" effort by these two groups of volunteer staff, as well as the Greeters at the welcome desk.

In addition, in September the Museum hosted its second Sail-Away Salute on Sept. 5, when *Michael Murphy* departed Bath for the last time, and commemorated its 50th Anniversary with an open house weekend on Sept. 15 & 16.

Over 100 volunteers are assigned to summer docent positions from Memorial Day through Columbus Day, in addition to the 100 or more behind the scenes volunteers who are on duty weekly throughout the year.

A huge THANK YOU goes to the Front Line staff for being the smiling, knowledgeable face of the Museum for the past five months and to our Behind the Scenes volunteer staff who keep us ship shape and ahead of the curve throughout the year. We hope you've enjoyed this season as much we have enjoyed working with you!

**"Wonderfully helpful volunteers. Working boatshop was the best."**

—The Muellers, Hertford, N.C., First Visit, July 2012

***A grateful salute to the following Volunteer Staff who helped host Experience Maritime Maine and Maine Maritime Museum's 50th Anniversary events:*** Ron Berry, Sigrid Bott, Jan Cellana, Bill & Nicia Gruener, Connie Lewis Hooker and Frank Heymann, Cal Hooker, David Kelly, Carol & Bruce London, George Lyons, Maria Hall, David Kelly, Judi Mansfield, Hollis & Martha McBride, Jim McQuaide, Jack Neal, Lisa & Elizabeth Nelson, Jane Rogers, John Ross, Ned Sprague, Peter & Carolyn Stackpole, Mary Beth Teas, Mary and Kathy Thompson, Jim and Nancy Wilkes, Wes Wood and the Sea Scouts.

## BIW Employees Step Up to Help



The expansion in BIW Trolley Tours being offered in 2012 and an increased number of group tours put a great strain on the workload for BIW Tour Guides. Three new guides joined the team and special thanks go to the five

BIW employees who pitched in to help. The BIW employees who stepped forward are **Bruce Gaderee, Lou Lozano, Dennis Massy, Steve Nicholson** and **Deborah Oliver**. The new tour guides are **Mark Curry, Tim Gillogly** and **John Shory**. Thanks to all!

## Book and Art Sale

**Saturday, November 3, 2012**

**11 a.m. to 2 p.m.**

**Doors open to Members and Volunteers at 10 a.m.**

Find printed treasures at the Museum Store's 2nd annual book and art sale. Hundreds to choose from; most are single copy titles. Arrive early for best selection.

## Why I Volunteer

by Nicia Gruener

When we were in the fifth grade, the answer to *why I like to volunteer* might very well be: “because...!” As the proverbial book report evaluation concludes, “I liked it because it was good.”

Now, a more complex answer is anticipated. So, what makes it “good?” The tranquil setting on the banks of the Kennebec, the enriching and educational exhibits – all certainly make the physical plant itself a fun place to visit.

But much more than that are the folks within the Museum’s walls or yard’s perimeter, those for whom we perform and those who respond and reward us with their appreciation for a job well done.

Bottom line: The reason I like to volunteer at MMM is simply “because...!” The plain and simple response still resonates – “because I like it!”

*Note: Nicia has been a volunteer at MMM for several years, offering her administrative skills to the Volunteer Office – posting MMM events on websites, delivering brochure and assisting with projects.*



Bill and Nicia Gruener

## My Favorite Exhibit

by Bill Gruener

The *Wyoming* evocation is my favorite artifact because it’s wonderful to look at and because, as a Percy & Small Shipyard Tour Guide, that sculpture makes my job easier and fun.

Standing by the bow, staring up to the tip of the bowsprit, I utter “Awesome.” When conducting shipyard tours, I allow a couple of minutes for visitors to look up and comprehend that they are now “standing in the hold of the ship,” which, with masts, would stand 17 stories high. More times than not, I hear comments such as, “I didn’t realize how big it was.” or “That sculpture is impressive: the ship must have been something.”

The largest commercial wooden sailing vessel ever built, *Wyoming* was designed by Bant Hanson and built under the watchful eye of Master Builder Miles Merry. *Wyoming* took less than nine months to complete. She was launched on Dec. 15, 1909, in a large celebration at the Percy & Small Yard, with Capt. Angus McLeod as Master. A Percy & Small schooner for nearly seven and a half years, she was sold in 1917. *Wyoming* was lost with her entire crew on the Nantucket Shoals in 1924. The vessel’s billet head was among items that washed ashore and is on display in the Museum galleries.

How could the evocation not be a favorite artifact: it has so much to offer?

*Note: Bill is a first year volunteer. He and Nicia live in Boothbay Harbor.*



## The Boy Who Would be a Wednesday Boy

The “Wednesday Boys,” the moniker given to the volunteer maintenance group who work on Wednesdays, could give themselves a pat on the back for inviting David Rice, a Morse High School freshman, to join them for breakfast on Quartermasters Day this past spring.

David was looking for an interesting summer experience when he interviewed to be a volunteer at MMM in late April. Volunteer Coordinator Ann Harrison says she was impressed with the young man...and recognized that he had the potential to serve in a number of positions in the Museum. The fact that David had already read *A Shipyard in Maine*, the “bible” for all aspiring Percy & Small Tour Guide applicants, indicated just how motivated and driven the unusual young man was. Mentally reviewing the anticipated openings coming up in the 2012 Season, Harrison had several positions in mind for David to consider: Ship Launch Demo, Sherman Zwicker, Tour Guide — and so on.

Harrison invited David to participate in Quartermasters Day which was scheduled a couple of weeks later. David did not disappoint. He showed up bright and early on Saturday morning... ready to go. Later in the day, much to her surprise, David informed her that after having breakfast with the “Wednesday Boys,” he couldn’t imagine doing anything else that would be more appealing than working with them.

It was a classic case of personality over power! Somewhat stunned at this decision, Harrison gave way.

At the end of the season, David reported that, without a doubt, joining the Wednesday Boys was the best decision for him, opening up many new learning experiences.

The Museum provided David another learning opportunity this summer as he was asked to crew on the Schoodic. Seems Capt. Bob, recognizes a good deck hand when he sees one, too.

David is back in school now and the Museum staff wishes him well in his studies and hopes he will consider returning next year. There are a lot more volunteer opportunities awaiting.

### Volunteer Positions Available

To learn how you can become a Maine Maritime Museum volunteer call 207-443-1316, ext. 350 or email [volunteer@MaritimeME.org](mailto:volunteer@MaritimeME.org).

# The Puzzler



If anything in the photograph is familiar to you, please contact Senior Curator Nathan R. Lipfert, 207-443-1316, ext. 328, or [lipfert@maritimeme.org](mailto:lipfert@maritimeme.org), or drop a card in the mail.

## An Unidentified Port no Longer

Another success story for the readers of The Puzzler as “Active, but Unidentified, Port” from *Rhumb Line* #69 has been identified. It’s reassuring to know that there are folks out there who like to identify naval vessels based on their general appearance, and it’s also fortunate that, unlike today, the early steel Navy only built one or two vessels to each design. The photo in question is a view of Virginia’s Newport News Shipbuilding and Dry Dock Co., probably in early 1897. Three identifiable naval vessels are visible at the wharf in the center, in the late stages of construction. On the left of the wharf, with two stacks and two masts, is Gunboat No. 7, USS *Nashville*, boasting quadruple-expansion steam engines turning twin screws, commissioned August 19, 1897. On the right of the wharf, with single stacks and complicated single masts, are Gunboat No. 8, USS *Wilmington* (commissioned May 13, 1897), and Gunboat No. 9, USS *Helena* (commissioned July 8, 1897).

The readers who identified the scene were Ed Rea, Erik Ronnberg, Bob Bent, Hunt Lewis (Hampton Roads Naval Museum Docent), and Michael Naab, in that order. Thank you all. Maybe with the location and approximate date determined, a couple of the other vessels in the photo can also be identified.



## Membership Makes a Great Holiday Gift

A holiday gift of membership to Maine Maritime Museum will provide your family, friends and/or employees with a full year’s worth of fun, interesting learning and entertainment – not to mention support the programs of the Museum.

Call the Membership Desk at (207) 443-1316, ext. 344 or go online to [MaineMaritimeMuseum.org](http://MaineMaritimeMuseum.org) and select JOIN from the quick links at the upper right of the page or in the SUPPORT drop-down menu on the blue navigation bar that crosses the page above the photos. Then click the ONLINE APPLICATION link on the Join/Renew page.

Fill in the information sheet choosing Gift Membership as the type of enrollment. Information about who you are buying the membership for goes in the section titled FOR GIFT MEMBERSHIPS.

After completing all the information, click on the Submit button. You’ll then be taken to the payment form to complete the transaction. You can pay by credit card or by e-check.

Your gift membership will be mailed in a special seasonal Museum note card to arrive just in time for the holidays.

## A Reference to the Bird or the Golf Term?

This Puzzler is a little different from the norm for *Rhumb Line* as it seems to be a scene depicting a fresh water locale. It appears to be a lake, and a pretty big one at that. Not a lot to go on, but there are some clues that might be meaningful. The power boat is named *Eagle*, and carries a state registration number of 768. *Eagle*’s owner is wearing knickers, so that helps narrow the timeframe, perhaps. The photograph was a gift from Charles E. Burden. Nothing is written on the front or back of the photograph. Can anyone identify the place and time?